



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JOHN ENGLER
GOVERNOR

GREGORY J. ROSINE
DIRECTOR

May 8, 2002

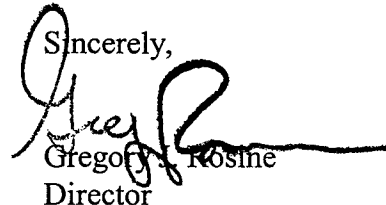
The Honorable Philip E. Hoffman, Chair
Appropriations Subcommittee on
Transportation
Michigan State Senate
P.O. Box 30036
Lansing, Michigan 48909

The Honorable Scott Shackleton, Chair
Appropriations Subcommittee on
Transportation
Michigan House of Representatives
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Hoffman and Representative Shackleton:

In accordance with Public Act 59 of 2001, Section 331, enclosed is the Michigan Department of Transportation's Rail Grade Separation Needs Study report.

If you have any questions or comments regarding this report, please contact me at (517) 373-2114 or Philip Kazmierski, Deputy Director, Bureau of Urban and Public Transportation, at (517) 373-2282.

Sincerely,

Gregory J. Rosine
Director

Enclosure

cc: Members of House and Senate
Appropriations Subcommittee on Transportation
B. Hayes
W. Niles
D. Novak
P. Kazmierski
E. Timpf, Finance
L. Hostetler
J. Kraus, Finance
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bcc: P. Kazmierski
S. Brook
R. Holland

Rail Grade Separation Needs Study
As Required by Section 331 of PA 59 2001
April 1, 2002

The Department established the Local Road/Railroad Grade Separation Program with a goal of constructing grade separations where essential local roads intersect railroads. Funding, in the form of a loan, is available for safety treatments at grade crossings to relieve frustrations and to eliminate safety hazards.

All 372 local road authorities that have grade crossings within their jurisdictions were mailed a letter outlining the program. Applications were mailed to all local road authorities who responded to the initial letter. We anticipated that the road authorities would develop their projects in partnership with industries and railroad companies, thereby determining where a grade separation on a public road is most needed. Nineteen local road authorities requested an application, but no applications were submitted to the Department.

All local road authorities (19) were surveyed as to why they did not avail themselves of the new program. What we learned is that the road authorities felt grade separations were not cost effective. They are financially unable and/or willing to take on costly grade separation projects, even on a no interest loan basis. As a matter of fact, most felt that the preliminary engineering costs alone were prohibitive.

The Department is currently re-evaluating the guidelines of the Local Road/Railroad Grade Separation Loan Program.